(c) whether feasibility survey is undertaken or proposed to be undertaken for the conversion of Veraval-Rajkot meter gauge line into Broad Gauge line, if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRl MADHAVRAO SCINDIA): (a) and (b) Yes, Sir. Suggestions have been received for extension of certain long distance trains to Rajkot/ Hapa in Saurashtra. These suggestions have not been found viable due to inadequate through traffic. Through coaches for Howrah and connecting services for other directions are, however, available.

(c) The Techno Economic Survey for conversion of Rajkot-Veraval M.G. section into B.G. has been taken up.

Air linking: of Rajkot with Delhi via Ahmedabad

259. SHRI CHIMANBHAI MEHTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government are considering to connect Rojkot with Ahmedabad and Delhi by air, if so, when it is likely to be materialised and what are the other centres with which Rajkot is proposed to be air linked;

(b) whether Government propose to increase facilities of Rajkot airport to enable it to handle increased traffic, if- so by when it is likely to be undertaken; and

(c) whether it is a fact that Rajkot Urban DevelopmentAuthority (RUDA) and Rajkot Municipal Corporation have requested the Government to construct airport terminal building at a new location, if so, what are the details thereof and Government's reaction thereon?

THE MINISTER OF HEALTH AND FAMILY WELFARE AND THE MINISTER OF CIVIL AVIATION (SHRI MOTi LAL VORA): (a) After the induction of additional aircraft capacity, Indian Airlines plans to connect Delhi with Rajkot *via* Udaipur or Ahmedabad on limited frequency basis. Indian Airlines has no plans to connect Rajkot with any other station in the near future.

(b) The existing facilities at Rajkot airport are adequate to cater to operations by B-737 aircraft.

(c) No, Sir. Government have not received request for construction of airport terminal building at a new location.

Waterways Development in India

260. SHRI CHIMANBHAI MEHTA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the total potential in terms of kilometers for the development of waterways in India and out of this what is the potential in Gujarat;

(b) what is the rough estimation of capital cost per km. in case of railway (B.G.), road (National Highway) and waterway;

(c) whether Government propose to give higher priority to waterways;

(d) whether it is a fact that the planned allocation on waterways is being cut substantially;

(e what are the proposed schemes of waterway development in Gujarat and at what stage these schemes are at present;

(f) whether there is any proposal to develop'wateway in the creek of Khambhat in Gujarat with a view to cut the distance between south Gujarat and peninsular Saurashtra; if so, what are the details thereof; and

(g) whether it is feasible to develop a waterway in creek of Khambhat?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) The total potential in terms of kilometres for the development of waterways in India is around

14,514 kms. of which 286 kms. fall within the State of Gujarat.

(b) According to the report of IWT Committee (1970) the estimates of the capital cost per km in the case of railway (B.G.) is Rs. 8 lakhs to Rs. 10 lakhs in case of road (Nil. Single Lane) Rs. 1.5 lakhs to Rs. 4.5 lakhs and in the case of waterway—Rs. 1.25 lakhs to Rs. 2.00 lakhs.

(c) Government have already recognised the importance for development of inland water transport in the country particularly in those regions where it has natural advantages. The Plan allocations for development of inland water transport have, therefore, been enhanced substantially from the 6th Plan onward as compared to the earlier Plan periods.

(d) No, Sir.

(e) The schemes included in the State Plan for development of Inland Water Transport in Gujarat include setting up of a hydrographic survey unit, development of terminal facilities and provision of interest subsidy to operators for purchase of inland craft. The amount provided is Rs. 650 lakhs in 7th Plan period. The State Government have reported that during 1985-86 and 1986-87, they have incurred an expenditure sf Rs. 9 lakhs on these schemes.

(f) and (g) No, Sir.

Progress of "Operation Black Board"

261. SHRI (CHITTA BASU: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government have since evaluated the progress of 'Operation Black Beard' for the year 1987-88; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) and (b) So far Central assistance amounting to Rs, 6540.85 lakhs for appointment of 20260 teachers and for provision of teaching learning equipment in 71074 primary schools in 890 blocks/municipal areas in 16 States AIT Administrations in the country has been sanctioned by the State Level Empowered Committees. Quaterly progress reports are expected from tJie State Governmnts for monitoring the progress of implementation of the scheme.

Railway Train as Museum

262. SHRI CHITTA BASU: Will the Minister of RAILWAYS be pleased to state;

(a) whether Government have any proposal under its consideration for converting the railway train which was used by Rabindra Nath Tagore in his last journey into a museum; and

(b) if so, what steps have since been taken in that direction?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) No, Sir. A decision was however taken to donate a single coach in which Gurudev made his last journey to be kept as an exhibit at Bolpur.

(b) The coach has been done up. A shed for housing the saloon at Bolpur has been constructed.

Vishwabharati University

263. SHRI CHITTA BASU Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government are aware of the cripling financial crisis of the Vishwabharati University; and

(b) if so, whether any steps have since been taken to resolve the crisis?